

What's Agitating the People

"Society, and even the church, is honeycombed with perjury," is the substance of an editorial in the Living Church, one of the leading Episcopal papers of the country.

Replying to the question whether the church is strong enough to fight such conditions the paper replies:

"Ah, but she has not cleared her own skirts. We must not forget perjury is flaunted in her face by her own priests, and there are not wanting among the most powerful of her sons those who defend them in it."

The Living Church declares that "the record of recent legal investigations into insurance mismanagement, into the oil trust and into many forms of trust operation has been one of the most monumental exhibitions of perjury on the part of men of high standing as gentlemen that the world has ever seen. Witnesses take upon themselves flippantly the oath to tell the whole truth, and then in response to question after question smilingly answer: 'I don't remember.' And our religion has become so softened that no preacher warns them that 'all liars'—not even trust magnates, insurance officials and priests of the church, are excepted—shall have their part in the lake which burneth with fire and brimstone, which is the second death."

"He was asleep at his post."

Wornout from overwork a telegraph operator in Colorado fell asleep and his neglect of duty caused a wreck in which 25 persons were killed and many were injured.

The operator says he was overworked; that he had been on duty 36 hours. The railway company asserts that he was not; that his hours were from 7 o'clock at night until 7 o'clock in the morning and that he was not obliged to work longer.

A court will attempt to prove which statement is correct, but punishment of the offender will not restore life or assuage the grief of those bereaved.

The Chicago News, in rendering an opinion on this disaster, says:

"If the operator at Adobe was actually compelled to remain at his post day and night until he dropped asleep from sheer exhaustion some one higher up in the management of the railway should be made to undergo criminal prosecution. So long as atrocities of this kind can occur on our transportation lines it will be futile for the managers of American railway systems to try to free themselves of the charge of wanton disregard for human life. The Colorado accident was a barbarity which should not have been possible in a civilized country. It was inexcusable, the factors contributing to it being plainly classifiable as among preventable causes. Yet it is but one of many accidents due to defective equipment or blundering and incompetent management. Not until a few railway officials are hanged for murder, or until rigid laws are enacted and enforced compelling the employment of proper methods in running trains with safety of railway travel be secured in this country."

A suggestion of drastic treatment, yet some remedy should be found to better insure safety of travelers, and one step in this direction would be reducing the hours of labor. The twelve-hour stretches of telegraphers ought to be reduced to an eight-hour day, at least in stations where the duties are many. Another reform tending to safety would be the placing of a second engineer in the cab of every locomotive hauling a passenger train. No vessel dares put to sea without maintaining a lookout every minute of the voyage, and if a lookout in the person of an assistant engineer for every passenger train be adopted by the railways many accidents would be avoided. In case of sickness or death of the first engineer while the train was in motion, or disregard of signals or orders his place could be filled or the omissions of duty corrected by his assistant.

The Navy Department will attempt to prevent the use of naval titles for commercial and advertising purposes, a step which is in good taste and likely to be pleasing to everybody except patent medicine manufacturers and promoters of schemes. The attention of the department was drawn to the Admiral Prindle Mining Company, and the retired officer whose name and title were thus used was officially reported for "reprehensible conduct" and notified that the name of the concern be changed.

A recent business change in Jacksonville is a matter of regret in that commercial intercourse has ceased with one of its most popular citizens—Ed Fetting, who in disposing of his interests in the Fetting Furniture Company to the Knight Crockery Company, is at present removed from the many whose pleasure it was to transact business with him. His genial personality, coupled with enterprise enabled him to build up a large and profitable business, in the successful conduct he was greatly aided by the advertising methods he used. A liberal advertiser, he

not only brought results to his own store, but his operations of this kind appealed to other merchants who followed in his footsteps in seeking publicity. A benefactor to the commercial interests of this city, a valued friend to publishers, his retirement is a source of more than passing moment, and the friends he thus made will hope that his future will be radiant with the brightest side of life. While regretting the retirement of Mr. Fetting, yet it is satisfactory to state the progress of his late business will be increased by the combination with the Knight Crockery Company, the merger of the two great houses and the ample capital necessary for expansion giving a scope for commercial action in keeping with the past policy of each.

Another business success worthy of note is that of Messrs. S. D. Cheatham and W. F. Alderman, who for the past year have been associated in the clothing and men's furnishing trade under the name of the H. A. Renfro Company, and are now conducting business under the title of the Cheatham-Alderman Company. These two gentlemen were controlling stockholders of the establishment before the change in the firm name, and Mr. Cheatham, as manager, had been largely responsible for the profitable patronage enjoyed by the H. A. Renfro Company before the transfer. The experience and ability of both gentlemen have placed this business in the front rank and the tide of trade flowing to its doors well illustrates the popularity they possess.

Few persons have given heed to the importance of the work being done by the East Coast Canal Company, in dredging canals and connecting the waterways on the eastern coast of the State into a continuous passage way. But three miles yet remain to dig of the last canal on the line, and this will be done in a few months. Then the work of dredging Pablo Creek will begin and when that is completed a safe waterway will be ready for traffic from Jacksonville southward along the entire coast.

Agitation for a railway across South Florida has again been aroused and report places probability of something being done toward that end. According to plans of promoters the road would extend from Tampa across the State to St. Lucie Inlet or some other point where a port could be found. St. Lucie Inlet has the preference, because a natural harbor is already there and at small cost could be made available for deep draft vessels, so it is stated by those who have investigated. Such a railway would prove of much benefit to that portion of the State. As a developer of resources and a stimulant for the settlement of new territory it would be impossible to estimate the good that could be accomplished by the building of the proposed line. There is much fertile land adjacent to the Kissimmee river not available for culture now because of its inaccessibility, but with transportation facilities would be of great value. On the eastern side of the river, in the vicinity of Bassenger, Fort Drum and other points there is much fertile territory that would add to the wealth of the State if cultivated, but without railway transportation marketing of products is impossible.

While the criticism applied to Speaker Cannon by Congressman Shackelford of Missouri will hardly change conditions, yet it puts before the people the necessity of reform in the House of Representatives if free legislation is to be accomplished. In addressing the Speaker, Mr. Shackelford said:

"You sit an enthroned despot, subjecting the rights and destinies of this great people to the dictates of your own unbridled will. No member can submit any matter to a vote of the House until he shall have first sought and found favor in your sight. The Constitution contemplates that the Speaker shall be the servant of the House. In defiance of the Constitution, you have made yourself its master. You have packed every committee so that no bill can be reported without your consent. Unless you are willing no member can move to discharge a committee from the consideration of a bill and take it up in the House."

Mr. Shackelford, with Congressman Lamar, was the object of displeasure of John Sharp Williams at the opening of Congress, when he caused their removal from a committee, because they had antagonized a railway rate bill which Williams had favored.

The Standard Oil Company has become tired of being "investigated," though it does not appear that any of the so-called investigations have increased the public stock of information.

According to a Washington correspondent of the New York Herald, the Standard is getting ready to fight back. He says:

"There are strong indications that the Standard Oil Company is preparing to make a spirited contest for what it considers its rights, and to meet the

criticisms that are being poured in on it by various Government agencies, from the President down. It is understood that it was for the purpose of explaining its position that H. H. Rogers and James D. Archibald visited the White House recently. The President has refused to discuss the visit, and it is said that Mr. Rogers has been quite as secretive, but the facts are getting around which indicate that the Standard has taken the administration bull by the horns and made it acquainted with some information which is not generally known."

The spirit of weariness of which the Standard complains is more than likely to be caused by the approaching investigation authorized by the United States Senate, conferring additional power on the Interstate Commerce Commission, and in this connection the correspondent says: "It is constantly being attacked as the arch taker of rebates by the Interstate Commerce Commission, and especially by Commissioner Prouty, and is soon to be laid open to another attack by the Interstate Commerce Commission, which is asking Congress for an appropriation of \$150,000 for the purpose of uncovering everything about that company, as well as the anthracite coal roads, under the terms of the Tillman-Gillespie resolution."

The language of the Tillman-Gillespie resolution is calculated to cause a shudder of uneasiness to creep over these trust magnates, and if the investigation is properly conducted the reports will probably be sensational in detail. The public will now be interested in watching the tactics of the administration in this matter.

Exhibition of the sentiment accorded THE SUN'S effort to set Governor Broward right before the press of the State is well shown by the following from the Tampa Times:

"The Jacksonville Sun publishes a report of Governor Broward's speech at Jacksonville, which has been so bitterly assailed by sundry newspapers, and we candidly confess we see nothing in it to call for any very emphatic denunciation. No wholesale arraignment of the press of any State appears in it, nothing that justifies any such lambasting as seems to have been tendered the speaker by those offended contemporaries. Governor Broward was not the first choice of the Times for the position he occupies, but that is no reason why he should not be accorded fair play and the respect due the executive of the State. We have differed with him in matters proceeding from the executive chamber, but we do not believe him to be actuated by dishonest and unpatriotic motives. He is entitled to a full and complete and impartial hearing before men differ with him in such terms as have been employed. It is quite possible that the method of his opponents in prevailing controversies helps him more than it promotes their cause. Let us carry on our little domestic discussions with dignity of manner and temperance of language—in which particulars the Governor seems to deport himself very excellently."

Small Shoes, Poor Health

Many women spoil themselves by cramping and crushing their poor, unfortunate feet into shoes too small for them. This is really a most idiotic thing to do, as it not only causes the most intense pain, often ruins the gait entirely, but frequently brings about, if not really serious injury to the foot, at any rate such painful, unpleasant and uncomfortable results as corns, bunions and other pedal disfigurements.

A woman who persists in wearing shoes too small for her cannot long remain in good health, for she learns to dread exercise because of the pain and difficulty involved. A shoe that is either too short or too narrow is such an instrument of torture that one would think no really sensible woman would ever have recourse to it, but every shoemaker knows that not a few fashionable women habitually undergo this self-imposed penance, and though they are invariably wrinkled and aged before their time, and a pained, anxious and even disagreeable expression becomes permanently fixed on their once pleasant features, they still persist in thinking the game worth the candle and that the possession of "a pretty foot" atones for all the pain, discomfort and misery which are their constant portion.

A squeezed-in foot, however, can generally be detected, and, as a rule, is anything but a thing of beauty. The whole shape is often altered until the foot is almost deformed at length into the Chinese variety.

Kaiser's "Liddle" Joke.

Berlin.—At a late hunt meet one of the Kaiser's guests rode up to him, parried his horse gracefully, and saluting cried: "At your Majesty's orders. I desire to introduce myself—Lieut. Baron Zedlitz." "Glad to meet you," answered William. "I suppose you know my name."